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1-12. (CANCELED)

13. (CURRENTLY AMENDED) The multiple-gear transmission according to claim 14, wherein a third shaft of the planetary assembly (PS) is connected to the output shaft.

14. (CURRENTLY AMENDED) An automated multiple-gear transmission with an input shaft, a gearwheel assembly to engage gears, via several output paths, an output shaft, and an auxiliary three-shaft planetary assembly;

wherein the gearwheel assembly comprises at least four intermediate independent spur gear stages, which are formed as spur gear transmission ratios (i) and that can be connected to two of the three auxiliary shafts of the planetary assembly (PS) directly or via a shift control;

first and fourth spur gear transmission ratios (i1, i4) are connected via first and reverse shift control elements (S1, SR) to the first shaft of the planetary assembly (PS), a second spur gear transmission ratio (i2) is connected via second shift control element (S2) to the second shaft of the planetary assembly (PS) and a third spur gear transmission ratio (i3) is connected on a primary side via a third shift control element to a drive shaft and via a sixth shift control element to a housing (SB) and on a secondary side to the ~~second~~ first shaft of the planetary assembly (PS) via a fifth shift control element (S5) and to the ~~[[first]]~~ second shaft of the planetary assembly (PS) via a fourth shift control element (S4).

15. (PREVIOUSLY PRESENTED) The multiple-gear transmission according to claim 14, wherein the planetary assembly is a plus planetary assembly, whose drive takes place at an annular gearwheel, such that the first and fourth spur gear transmission ratios (i1, i4) are in active engagement with a solar gearwheel or with a

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web, while the second spur gear transmission ratio (i_2) is in active engagement with one of the web and the solar gearwheel.

16. (PREVIOUSLY PRESENTED) The multiple-gear transmission according to claim 14, wherein the planetary assembly is a minus planetary assembly, whose drive takes place at a web, such that the first and second spur gear transmission ratios (i_1 , i_2) are in active engagement with one of a solar gearwheel and with an annular gearwheel, while the second spur gear transmission ratios (i_2) is in active engagement with one of the annular gearwheel and with the solar gearwheel.

17. (PREVIOUSLY PRESENTED) The multiple-gear transmission according to claim 14, wherein the shift control elements are made as form-locking shift control elements designed as one of synchromeshes and as claw couplings.

18. (PREVIOUSLY PRESENTED) The multiple-gear transmission according to claim 14, wherein the shift control elements are frictional change-under-load elements.

19. (PREVIOUSLY PRESENTED) The multiple-gear transmission according to claim 14, wherein the shift control elements are arranged before associated spur gear transmission ratios.

20. (PREVIOUSLY PRESENTED) The multiple-gear transmission according to claim 14, wherein the shift control elements are arranged after associated spur gear transmission ratios.

21. (PREVIOUSLY PRESENTED) The multiple-gear transmission according to claim 14, wherein the transmission comprises a countershaft.

22. (PREVIOUSLY PRESENTED) The multiple-gear transmission according to claim 14, wherein the transmission comprises two countershafts of a same type.

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23. (PREVIOUSLY PRESENTED) An automated multiple-gear transmission, comprising:

a single planetary assembly, including:

an annular gearwheel connected to a transmission output shaft;

a first planetary assembly input shaft connected to a first one of a solar gearwheel and a planetary gearwheel web; and

a second planetary assembly input shaft connected to a second one of the solar gearwheel and the planetary gearwheel web;

a gearwheel assembly connected from a transmission input shaft and including a plurality of transmission ratio gearsets; and

a plurality of shift control elements for selectively connecting

the first planetary assembly input shaft to a first selected one of the plurality of transmission ratio gearsets and a transmission housing; and

the second planetary assembly input shaft to a second selected one of the plurality of transmission ratio gearsets and the transmission housing.

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24. (PREVIOUSLY PRESENTED) An automated multiple-gear transmission, comprising:

a planetary assembly, including:

an annular gearwheel connected to a transmission output shaft;

a first planetary assembly input shaft connected to a first one of a solar gearwheel and a planetary gearwheel web; and

a second planetary assembly input shaft connected to a second one of the solar gearwheel and the planetary gearwheel web;

a gearwheel assembly connected from a transmission input shaft and including a single countershaft and plurality of transmission ratio gearsets arranged between the input shaft, the single countershaft and the first and second planetary assembly input shafts; and

a plurality of shift control elements for selectively connecting

the first planetary assembly input shaft to a first selected one of a selected one of the plurality of transmission ratio gearsets and a transmission housing; and

the second planetary assembly input shaft to a second selected one of a selected one of the plurality of transmission ratio gearsets and the transmission housing.